



ATC West, Inc., James G. Neighbor, President  
11711 West 53rd Street, Shawnee, Kansas 66203  
913-268-9051

December 21, 1981

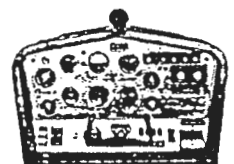
Emmett Ryder  
Sales Engineer- ATC 810  
185 Monmouth, Parkway  
West Longbranch, NJ 07764

Dear Emmett:

Attached is a copy of the approvals I received from Paul Schereer of Lincoln Aviation, Lincoln, Nebraska, which they have received for their ATC 810. I trust these approvals will help you in working with other GADO'S.

Sincerely,

James G. Neighbor  
ATC West Inc.



## USE OF TRAINING DEVICES

1. Pursuant to CFR 14, FAR 135.323, the ATC-810 Training Device is approved for initial and recurrent multi-engine flight training to the level shown for each subject area noted below. The training level category is based on the definitions contained in Paragraph 3, Appendix 3, AC 135-3B, dated 12/1/78 (definitions follow the listing). This certificate holder will use the training device to the maximum extent allowed to achieve a high level of competence and safety for each of its assigned pilots.

## 2.. TRAINING LEVEL CATEGORIES

<u>ITEM</u>	<u>INITIAL</u>	<u>RECURRENT</u>
Before Starting Engines	B	B
Engine Start	B	B
Hot Start	B	B
Flooded Start	B	B
Before Taxiing	B	B
Taxiing	-	B
Engine Run-Up	B	B
Before Takeoff	B	B
Takeoff Performance	C	B
Climb Performance	C	B
Cruise Performance	C	B
Cruise Descent	C	B
Speed Transition Level Flight	C	B
Flight Maneuvers		
Coordinated Turns	B	B
Steep Turns	B	B
Stalls	C	B
Rough Air	B	B
Engine Out Procedures	C	B
Secure Inop. Engine	C	B
Air Start	C	B
Landing Gear Fault	C	B
Fuel Management	C	B
Propeller Governor Malfunction	B	B
Cylinder Head Malfunction	B	B
Oil Pressure Malfunction	B	B
Fuel Boost Malfunction	B	B
Gyro Pressure Malfunction	B	B
Icing Malfunction	B	B
Surface Ice	B	B
Pitot Head Icing	B	B
Asymmetrical Flap Malfunction	B	B
Rejected Takeoff	C	C
Engine Failure During T/O	C	B
Engine Failure During Climb	C	B
Marker Beacon Receiver	B	B
ILS Approach with HSI	C	B
Single Engine GO-AROUND	C	B
Single Engine ILS Approach	C	B
VOR Approach	C	B
Yaw Control by Trim Only	B	B

*for*  
DEC 7 1981

<u>ITEM</u>	<u>INITIAL</u>	<u>RECURRENT</u>
Localizer Back Course Approach		
with HSI	C	B
VOR Check	B	B
ADF	B	B
ADF Approach coupled with		
Holding Pattern	C	B
One Alternator Inop-Light On	B	B
Engine Fire in Flight	B	B
Electrical Fire	B	B
Pitch Control by Trim Only	B	B
Roll Control by Trim Only	B	B
After Landing Checklist	B	B
Shutdown	B	B

### 3. TRAINING LEVEL CATEGORIES DEFINITIONS

- a. "Category A" - Total training and checking in the maneuver or procedure may be accomplished in this device.
- b. "Category B" - Total training in the maneuver or procedure may be accomplished in this device, but checking should be accomplished in an aircraft or aircraft simulator.
- c. "Category C" - Flight crewmembers should be provided with training to proficiency in the maneuver or procedure in an aircraft or an aircraft simulator as appropriate prior to a check.

### 4. TRAINING TIME ALLOCATION

- a. Initial Training - Three of the five flight training hours will be in the ATC-810. Extra training required will be initially conducted in the training device followed by an inflight recheck.
- b. Recurrent Training - One hour should be scheduled in the ATC-810. Extra training required will be initially conducted in the training device followed by an inflight recheck..

*AW*  
DEC 7 1981

## FLIGHT TRAINING

Flight training standards in practical skills and techniques will be as set forth in Federal Aviation Regulation Part 61 and related advisory circulars for the pilot certificate held, and for the category, class, and type of aircraft the pilot is to operate with the added requirements that the outcome of the maneuver is never in doubt. Items followed by (T) may be accomplished in a training device in accordance with approved training level categories.

### 1. AIRCRAFT FAMILIARIZATION

### 2. BASIC PILOTING TECHNIQUES:

Cockpit preflight and use of checklist (T)

Taxiing (T)

Normal takeoffs and landings (T)

Crosswind takeoffs and landings (T)

Short field technique

Maneuvering - minimum speed (T)

Stalls (T)

Steep Turns (T)

### 3. INSTRUMENT PROCEDURES

En route climb and descent (T)

VOR approach (T)

NDB approach (T)

ILS approach (T)

Localizer Back Course Approach (T)

VOR/DME approach (T)

Circling approach

### 4. EMERGENCY PROCEDURES - MULTI-ENGINE

Emergency systems operations (T)

Emergency go-around (T)

Vmc demonstration and recovery (T)

Engine out maneuvering (T)

Takeoff and Landing with engine failure (T)

Engine out approach, go-around and landing (T)

(at least one ILS approach required)

Emergency operation of systems (T)

Change 14 Revision Date \_\_\_\_\_

*Heu*  
DEC 7 1981



# NAVAJO AVIATION

(LARON ENTERPRISES, INCORPORATED)

Flite Center  
Sales Center  
Service Center

145 JOHN GLENN DRIVE • BUCHANAN FIELD • CONCORD, CA 94520 • (415) 685-1150

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May 28, 1982

Dear Gene,

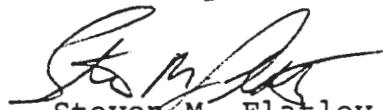
Since the purchase of the ATC-810 Twin Engine Simulator, I feel that all of our courses, especially the Multi-Engine, have greatly increased in the amount of enrollees.

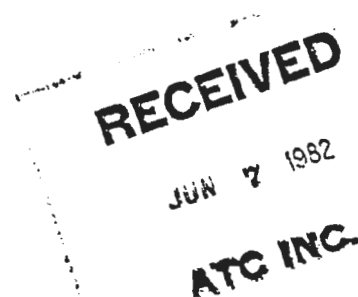
In the first few months of use, the simulator logged anywhere from 15 to 20 hours per month. As the concept of its purpose and usefulness increased, so did the hours of training. After 7 months, the hours have ranged between 30 and 47 per month.

It seems that the general aviation public has not yet fully accepted simulator training as an alternative to the great expense of flying. As this view changes and we make the public aware that there is a more cost effective manner in becoming a safe pilot, the ATC-810 will be even more valuable. The future, as I see it, will be a consistent 60 -70 hours of training per month.

The profits gained by a company can be measured in many different means, such as increased enrollments, less expensive training costs for new and recurrent charter pilots, and many other ways. I feel that we are one step ahead in the future of general aviation due to this facet of our training.

Sincerely,

  
Steven M. Flatley  
Asst. Chief Pilot



# STOP PAYING FOR FUEL!



NAVAJO AVIATION has the new ATC-810 **TWIN ENGINE SIMULATOR** in full operation. Fly or drive to our convenient location and start saving money.

- 50% to 75% savings over most aircraft
- Better training environment
- Realistically simulate emergencies you would never try in your airplane
- Get your multi-engine or instrument proficiency back to what it should be

FAA APPROVED FOR:

Multi-engine training  
Multi-engine proficiency  
Instrument currency  
135 Training  
135 Recurrency

FOR INFORMATION AND SCHEDULING

**CALL**

**NAVAJO  
AVIATION**

*Buchanan Field  
Concord, CA 94520  
(415) 685-1150*



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS DISTRICT OFFICE #64  
P.O. Box 2397 - Airport Station  
Oakland, California 94614

January 21, 1982

Navajo Aviation  
Attn: Ms. Linda A. Parker  
45 John Glenn Drive  
Concord, California 94520

Dear Ms. Parker:

This office has completed our evaluation of your flight training device model ATC-810 and we find it meets the applicable requirements of Subpart H of Federal Aviation Regulation 135. It is initially approved for use in your FAR 135 approved training program.

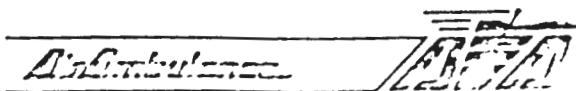
This flight training device may be used for initial and recurrent flight training only for those procedures and maneuvers that are approved in your approved training program.

You are authorized to use this trainer for all single engine and all multi-engine class airplanes that are currently authorized on your Operations Specifications.

This approval shall remain in effect as long as Navajo Aviation is certificated under FAR 135 as an air carrier and this flight training device is approved and maintained to standards for which it was initially approved.

Sincerely,

  
OSCAR C. FEASTER  
Principal Operations Inspector



## TRAINING MANUAL

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### TRAINING SYLLABUS FOR TURBO-CHARGED MULTI-ENGINE AIRCRAFT UTILIZING THE ATC-810 SIMULATOR

EACH MANEUVER REQUIRED FOR THE INSTRUMENT PROFICIENCY CHECK AND THE COMPETENCY CHECKS REQUIRED UNDER FARs 135.293, 135.297, 135.299 ARE OUTLINED IN THE FOLLOWING FORMAT:

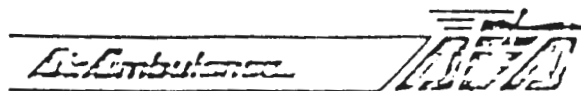
1. NAME OF MANEUVER
2. PERFORMANCE REQUIRED IN AIRCRAFT OR ATC-810 SIMULATOR, OR BOTH
3. MANEUVER REQUIRED FOR INSTRUMENT PROFICIENCY OR COMPETENCY CHECKS, OR BOTH
4. MAXIMUM AMOUNT OF TRAINING CREDIT AUTHORIZED IN ATC-810 SIMULATOR FOR INITIAL OR RECURRENT TRAINING, AND CHECK AUTHORIZATION.
5. OBJECTIVE
6. DESCRIPTION
7. ACCEPTABLE PERFORMANCE GUIDELINES
8. ADDITIONAL TRAINING AUTHORIZED UTILIZING ATC-810 INSTRUCTOR FAULT PANEL

ALL TRAINING SHALL BE PERFORMED BY COMPANY INSTRUCTORS WHO HAVE FULFILLED THE REQUIREMENTS AS AN INSTRUCTOR UNDER FARs 61.195, 61.197, AND 135.339. IN ADDITION THE COMPANY FLIGHT INSTRUCTORS SHALL COMPLETE THE TRAINING REQUIRED IN THIS SECTION TO ACT AS INSTRUCTOR UTILIZING THE ATC-810 AIRCRAFT FUNCTION SIMULATOR. COMPANY CHECK AIRMEN SHALL COMPLETE THE TRAINING UNDER THIS SECTION PRIOR TO CONDUCTING FLIGHT CHECKS WITH THE ATC-810 SIMULATOR.

INITIAL APPROVAL  
DATE APR 29 1982  
INSTRUCTOR B.C. Thomas  
SJC-GAS 04-002



APR 29 1982

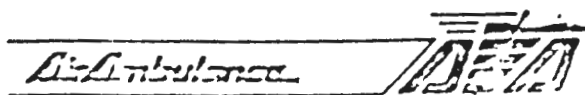


# TRAINING MANUAL

SECTION 2  
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REVISION 13

## INSTRUCTOR/CHECK AIRMAN CHECKLIST FOR 12 MONTH COMPETENCY CHECK

ITEM TO BE TRAINED/CHECKED		INITIAL		RECURRENT	
		A/C	ATC-810	A/C	ATC-810
1. EQUIPMENT EXAMINATION-	TRN				
	CHK				
2. PREFLIGHT INSPECTION -	TRN	*		*	
	CHK	*		*	
3. TAXIING	- TRN	*		*	
	CHK	*		*	
4. POWERPLANT CHECKS	- TRN	*		*	
	CHK	*		*	
5. NORMAL TAKEOFF	- TRN	*		*	
	CHK	*		*	
6. CROSSWIND TAKEOFF	- TRN	*		*	
	CHK	*		*	
7. TAKEOFF, SIM ENG FAIL-	TRN	*		*	
	CHK	*		*	
8. REJECTED TAKEOFF	- TRN	*		*	
	CHK	*		*	
9. STEEP TURNS	- TRN	*		*	
	CHK	*		*	
10. APPROACH TO STALLS	- TRN	*		*	
	CHK	*		*	
11. SPEC. FLT. CHARAC.	- TRN	*		*	
	CHK	*		*	
12. POWERPLANT FAILURES	- TRN	*		*	
	CHK	*		*	
13. NOR. OR X-WIND LNDG	- TRN	*		*	
	CHK	*		*	
14. ENGINE OUT LANDING	- TRN	*		*	
	CHK	*		*	
15. REJECTED LANDING	- TRN	*		*	
	CHK	*		*	
16. NOR. AND ABNOR. PROC.-	TRN	*		*	
	CHK	*		*	
17. EMERGENCY PROCEDURES	- TRN	*		*	
	CHK	*		*	



# TRAINING MANUAL

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1. INSTRUMENT APPROACH PROCEDURES, ILS APPROACHES

2. AIRCRAFT ONLY

3. INSTRUMENT PROFICIENCY CHECK ONLY

4. RECURRENT TRAINING ONLY

5. OBJECTIVE:

THIS MANEUVER AFFORDS PRACTICE IN TERMINAL AREA ARRIVALS UTILIZING THE ILS FOR THE FINAL APPROACH PORTION.

6. DESCRIPTION:

THE INSTRUCTOR/CHECK AIRMAN SHALL CLEAR THE TRAINEE FOR AN ILS APPROACH FROM ANY SPECIFIC POSITION IN CONJUNCTION WITH ATC CLEARANCES. THE LOCALIZER FREQUENCY SHOULD BE SELECTED ON THE NAV #1 RECEIVER OR FLIGHT DIRECTOR, AND THE FRONT COURSE INBOUND HEADING SET ON THE COURSE INDICATOR. NAV #2 SHOULD BE USED FOR BACK-UP ON THE ILS FREQUENCY UNLESS NEEDED FOR FIX IDENTIFICATION OR MISSED APPROACH. CHECK FOR WARNING FLAGS. THE MODE SELECTOR SHOULD BE PLACED IN THE HDG MODE AND SHOULD REMAIN IN THIS POSITION UNTIL PROCEDURE TURN INBOUND OR FINAL VECTOR TO THE FAC. THE "IN RANGE" CHECKLIST WILL BE COMPLETED PRIOR TO REACHING THE OUTER MARKER OUTBOUND. THE COMPASS LOCATOR SHALL BE TUNED IN ON THE ADF RECEIVER AND THE MARKER BEACON CHECKED. PRIOR TO REACHING THE OUTER MARKER OUTBOUND, THE FLAPS WILL BE EXTENDED TO APPROACH (IF APPROPRIATE) AND AIRSPEED STABILIZED AT  $V_{REF} + 30$  KTS.

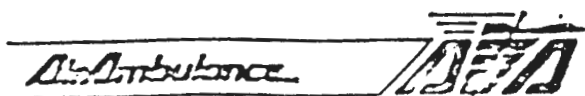
DURING THE PROCEDURE TURN THE "BEFORE LANDING" CHECK UP TO GEAR DOWN AND LANDING FLAPS WILL HAVE BEEN ACCOMPLISHED. WHEN COMPLETING THE PROCEDURE TURN, BUT PRIOR TO LOCALIZER INTERCEPTION, THE MODE SELECTOR WILL BE POSITIONED TO THE APPROACH MODE.

DURING THE PROCEDURE TURN, OR PRIOR TO REACHING THE OUTER MARKER, (OR FAC) THE PILOT/TRAINEE SHALL CALL FIELD ELEVATION, ALTITUDE AT WHICH THE APPROACH WILL BE DISCONTINUED, MISSED APPROACH PROCEDURE, TIME TO THE MISSED APPROACH AND RATE OF DESCENT. UPON LEAVING THE OM OF FAC INBOUND THE INSTRUCTOR/CHECK AIRMAN WILL CALL THE OUTER MARKER (OR FAF), MAKE FLAG AND ALTIMETER CHECKS. THE INSTRUCTOR/CHECK AIRMAN WILL CALL 500' ABOVE FIELD ELEVATION,

(CONTINUED)

APR 29 1982

*[Signature]*



## TRAINING MANUAL

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100' ABOVE DH, AND "DH, RUNWAY IN SIGHT" OR "DH, GO AROUND". AFTER LOCALIZER INTERCEPTION BUT PRIOR TO GLIDESLOPE INTERCEPTION THE AIRSPEED WILL BE REDUCED TO  $V_{REF} + 20$  KTS. AS THE GLIDESLOPE IS CAPTURED THE LANDING GEAR WILL BE EXTENDED. AFTER PASSING THE OUTER MARKER OR FAF INBOUND, THE AISPEED WILL BE STABILIZED AT  $V_{REF} + 10$  KTS ( $+\frac{1}{2}$  THE GUST FACTOR) FOR THE EXISTING WEIGHT UNTIL REACHING MINIMUMS. AT MINIMUM ALTITUDE THE PILOT/TRAINEE WILL ADD LANDING FLAPS AND EXECUTE A LANDING OR IF FIELD NOT IN SIGHT EXECUTE A MISSED APPROACH.

MANUAL OR "RAW DATA" ILS APPROACHES WILL BE INTRODUCED AND PRACTICED TO SIMULATE THE LOSS OF ANY COMPONENT OF THE FLIGHT DIRECTOR SYSTEM.

7. ACCEPTABLE PERFORMANCE GUIDELINES:

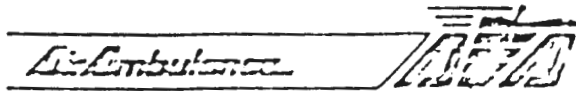
- A. ALTITUDE  $\pm 50'$  EXCEPT MINIMUM ALTITUDE. ANY DEVIATION FROM THE GLIDESLOPE SHOULD BE HELD TO A MINIMUM. DO NOT DESCEND BELOW DH UNTIL THE INSTRUCTOR/CHECK AIRMAN CALLS "RUNWAY IN SIGHT".
- B. AIRSPEED  $\pm 5$  KTS.

8. USING THE INSTRUCTOR FAULT PANEL ON THE ATC-810 A COMPLETE LOSS OF OIL PRESSURE MAY BE SIMULATED TO FAIL AN ENGINE DURING ANY PHASE OF THE APPROACH.

APR 29 1982

*B.L. Brown*

APR 29 1982

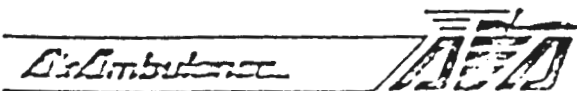


# TRAINING MANUAL

SECTION 2  
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## INSTRUCTOR/CHECK AIRMAN CHECKLIST FOR 12 MONTH COMPETENCY CHECK

ITEM TO BE TRAINED/CHECKED		INITIAL		RECURRENT	
		A/C	ATC-810	A/C	ATC-810
1. EQUIPMENT EXAMINATION-	TRN				
	CHK				
2. PREFLIGHT INSPECTION -	TRN	*		*	
	CHK	*		*	
3. TAXIING	- TRN	*		*	
	CHK	*		*	
4. POWERPLANT CHECKS	- TRN	*		*	
	CHK	*		*	
5. NORMAL TAKEOFF	- TRN	*		*	
	CHK	*		*	
6. CROSSWIND TAKEOFF	- TRN	*		*	
	CHK	*		*	
7. TAKEOFF, SIM ENG FAIL-	TRN	*		*	
	CHK	*		*	
8. REJECTED TAKEOFF	- TRN	*		*	
	CHK	*		*	
9. STEEP TURNS	- TRN	*		*	
	CHK	*		*	
10. APPROACH TO STALLS	- TRN	*		*	
	CHK	*		*	
11. SPEC. FLT. CHARAC.	- TRN	*		*	
	CHK	*		*	
12. POWERPLANT FAILURES	- TRN	*		*	
	CHK	*		*	
13. NOR. OR X-WIND LNDG	- TRN	*		*	
	CHK	*		*	
14. ENGINE OUT LANDING	- TRN	*		*	
	CHK	*		*	
15. REJECTED LANDING	- TRN	*		*	
	CHK	*		*	
16. NOR. AND ABNOR. PROC.-	TRN	*		*	
	CHK	*		*	
17. EMERGENCY PROCEDURES	- TRN	*		*	
	CHK	*		*	



# TRAINING MANUAL

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## INSTRUCTOR/CHECK AIRMAN CHECKLIST FOR INSTRUMENT PROFICIENCY CHECK

ITEM TO BE TRAINED/CHECKED		INITIAL		RECURRENT	
		A/C	ATC-810	A/C	ATC-810
1. EQUIPMENT EXAMINATION-	TRN				
	CHK				
2. PREFLIGHT INSPECTION -	TRN	*		*	
	CHK	*		*	
3. INSTRUMENT TAKEOFF -	TRN				
	CHK	*		*	
4. AREA DEPT AND ARRIV -	TRN				
	CHK	*		*	
5. HOLDING -	TRN				
	CHK	*		*	
6. ILS APPROACHES -	TRN	*			
INC SE ILS APPROACHES	CHK	*		*	
7. VOR APPROACHES -	TRN	*			
	CHK	*		*	
8. NDB APPROACHES -	TRN				
	CHK	*		*	
9. ILS DME APPROACHES -	TRN				
VOR DME APPROACHES	CHK	*		*	
LOC APPROACHES					
LOC DME APPROACHES					
LOC BACK COURSE APP'S					
LDA APPROACHES					
10. MISSED APPROACH -	TRN	*			
	CHK	*		*	
11. CIRCLING APPROACH -	TRN	*		*	
	CHK	*		*	
12. NAV/COMM PROCEDURES -	TRN				
	CHK	*		*	

NOTE: USE THIS SHEET AS A GUIDE DURING TRAINING/CHECKING TO DETERMINE WHAT ITEMS MAY BE TRAINED/CHECKED DURING INITIAL OR RECURRENT TRAINING/CHECK USING THE ATC-810 OR THE AIRCRAFT.

APR 29 1982

*B. L. [Signature]*

SCENIC AIRLINES, INC.  
241 E. Reno Ave.  
Las Vegas, Nevada 89119

Page #1

MODEL: ATC-810

SERIAL NO.: 109

August 24, 1981

Department of Transportation  
Federal Aviation Administration  
Flight Standards District Office-66  
5700-C South Haven  
Las Vegas, Nevada 89119

Mr. Muskat:


Pursuant to the provisions of FAR 135.335, Scenic Airlines, Inc. seeks approval for incorporation of the following named training device in our FAR Part 135 training program.

<u>MAKE</u>	<u>MODEL</u>	<u>SERIAL NO.</u>
Analog Training Computers	ATC-810	109

Such device shall be utilized in the practice of basic aircraft control by reference to flight instruments, radio navigation, instrument approaches and emergency procedures - including engine-out procedures.

Also enclosed is the approval test guide with the results of the acceptance tests conducted on the training device, and request approval of this training listed on page 4 of this Training Device Syllabus. The testing was conducted by Mr. Fred Weir, our Trainer Manager.

Sincerely,

  
Gerald C. Schirmer  
Director of Operations,  
Scenic Airlines, Inc.

GCS:dt

# ATC



Analog Training Computers ■ 185 Monmouth Parkway ■ West Long Branch, N.J. 07764

201-870-9200

PAGE #2

August 18, 1981

Mr. Fred Wier  
Trainer Manager  
Scenic Airlines  
241 E Reno Ave  
Las Vegas, Nevada, 89119

Dear Mr. Wier:

We have received the functional test guide designed by Trainer Manager Fred Wier of Scenic Airlines. We found that the tolerances's and parameters listed in the functional test guide are satisfactory to determine future operational performance and for the determination of any deterioration of the Trainer Serial # 109.

We feel that the modification Scenic Airlines has made to the ATC 810 is a true representation of Cessna's Model 404.

If you have any additional questions or require any more information please feel free to contact me.

ANALOG TRAINING COMPUTERS

*Emmet Ryder*  
Emmet Ryder  
Sales Engineer

ER/las

FAA APPROVED AUG 21 1981  
DATE

*[Signature]*  
LAS FLOO

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS DISTRICT OFFICE-66  
5700-C South Haven  
Las Vegas, Nevada 89119-2496



August 25, 1981

Gerald A. Schirmer  
Director of Operations  
Scenic Airlines, Inc.  
241 East Reno Avenue  
Las Vegas, Nevada 89119

Dear Mr. Schirmer:

As requested in your letter, we have completed an evaluation of Scenic's ATC Model 810 Twin Engine CPT/IFR Training Device.

The modified ATC-810 is approved for training Scenic Airlines pilots only. The training utilizing the ATC-810 is limited to those flight training maneuvers listed on Page 4 of Scenic's approved Trainer Test Guide syllabus. Much of the initial or recurrent training that is presently required in Cessna 400 series aircraft (except 441) may be accomplished in the ATC-810 Training Device instead. The amount of training that is allowed is shown under the Category Approval column on Page 4 of the Trainer Test Guide syllabus as A, B or C allowances.

Category A - Allows that the total training and checking may be accomplished in the trainer.

Category B - Allows that the total training may be accomplished in the trainer, but the actual maneuver must be checked in an aircraft.

Category C - Allows up to 50 percent of the training to be conducted in the ATC-810. The remaining 50 percent of the training must be accomplished in the aircraft and the actual maneuver must also be checked in the aircraft.

The category designated as (Test Only) means that credit for training or checking is not allowed in the trainer. Training credit or checks are only allowed in the aircraft.

As training experience is gained using the ATC-810, you may find it necessary to amend your training program to increase the number of training hours in the trainer to enable your pilots to successfully pass the flight test without further aircraft flight training.

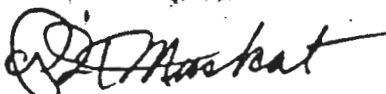
The trainer must be maintained to the standards for which it was initially approved. The approved ATC-810 functional test guide sets forth the criteria.



Page 2

You may consider this as an initial approval to include the use of the ATC-810, serial number 109, trainer in your air taxi training program.

Sincerely,

A handwritten signature in dark ink, appearing to read "P. H. Muskat". The signature is stylized with a large, looped initial "P" and a cursive "H".

P. H. MUSKAT

Principal Operations Inspector

Page #3


The following page is a complete list of functions, maneuvers, and instrument procedures that is accomplished in the Scenic Airlines flight training program.

The list explains what functions and maneuvers that must be accomplished in an airplane, designated by (Test Only) and those procedures or a portion thereof that may be accomplished in the ATC/810 Flight Trainer, Serial #109 and to what extent of training and checking is authorized by the designation of an (A) Category, a (B) Category or a (C) Category. The categories are defined as follows:

- (1) "Category (A)" - Total training and checking in the maneuver or procedure may be accomplished in a training device.
- (2) "Category (B)" - Total training in the maneuver or procedure may be accomplished in this device, but checking authorized only in aircraft.
- (3) "Category (C)" - Partial training allowed in a training device, but training to proficiency and checking authorized only in an aircraft.

The designated letter "I" is for initial training.

The designated letter "R" is for recurrent training.

  
\_\_\_\_\_  
Fred Weir  
Trainer Manager  
Scenic Airlines, Las Vegas, Nevada

FAA APPROVED

DATE AUG 21 1981

  
\_\_\_\_\_  
LAS FSDO

## TRAINING MANUAL

SUBJECT: INDEX TO SECTION 8,  
FLIGHT TRAINING MANEUVERS

CATEGORY  
APPROVAL  
AUTHORIZED

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REVISED 8-21-81 JCL  
REVIEWED 8-21-81 JRL

FAA APPROVED AUG 21 1981  
DATE

LAS FSDO

U.S. Department of Transportation  
Federal Aviation Administration

Alaskan Region

GADO-01  
1515 East 13th Avenue  
Anchorage, Alaska 99501

May 7, 1982

Joseph H. Wilbur  
Wilbur's Flight Operations  
1740 East Fifth Avenue  
Anchorage, Alaska 99501

Dear Mr. Wilbur:

As requested in your letter, we have completed an evaluation of ATC Model 810 Twin Engine CPT/IFR Training Device, Serial Number 170.

The ATC-810 is approved for training pilots conducting operations under 14 CFR Part 135. The training utilizing the ATC-810 is limited to those flight maneuvers contained in this letter. Much of the initial or recurrent training that is presently required in multiengine aircraft (under 12,500 pounds) may be accomplished in the ATC-810 Training Device instead. The amount of training that is allowed is shown as Category A, B, or C.

Category A - Allows that the total training and checking may be accomplished in the trainer.

Category B - Allows that the total training may be accomplished in trainer, but the actual maneuver must be checked in an aircraft.

Category C - Partial training allowed in a training device, but training to proficiency and checking authorized only in an aircraft.

#### TRAINING LEVEL CATEGORIES

<u>ITEM</u>	<u>INITIAL</u>	<u>RECURRENT</u>
Before Starting Engines	B	B
Engine Start	B	B
Hot Start	B	B
Flopped Start	B	B
Before Taxiing	B	B
Taxiing	-	B
Engine Run-up	B	B
Before Takeoff	B	B
VOR/ASL Radio Check	C	C
Takeoff Performance	C	B
Climb Performance	C	B
Cruise Performance	C	B
Cruise Descent	C	B

Speed Transition Level Flight	C	B
Flight Manuevers		
Coordinated Turns	B	B
Turn Needle VS Heading	B	B
Steep Turns	B	B
Stalls	C	B
Engine Out Procedures	C	B
Secure Inop. Engine	C	B
Air Start (Unfeathering Procedure)	C	B
Landing Gear Fault	C	C
Fuel Management	C	C
Propeller Governor Malfunction	B	B
Cylinder Head Malfunction	B	B
Oil Pressure Malfunction	B	B
Fuel Boost Malfunction	B	B
Gyro Pressure Malfunction	B	B
Icing Malfunction	B	B
Surface Ice	B	B
Pitot Head Icing	B	B
Asymmetrical Flap Malfunction	A	A
Rejected Takeoff	C	B
Engine Failure During T/O	C	B
Engine Failure During Climb	C	B
Marker Beacon Receiver	B	B
ILS Approach with HSI	C	B
Single Engine GO-AROUND	C	B
Single Engine ILS Approach	C	B
Yaw Control by Trim Only	B	B
Localizer Back Course Approach		
with HSI	C	B
Alternator Inop-Light On	B	B
Engine Fire in Flight	B	B
Electrical Fire	B	B
Yaw Control by Trim Only	B	B
Roll Control by Trim Only	B	B
Yaw Control By Trim Only	B	B
After Landing Checklist	B	B
Shutdown	B	B
Communication Procedures	B	B
ILS Approaches	C	B
Back Course Localizer Approaches	C	B
VOR Approaches	C	B
MEB Approaches	A	A
Holding Patterns	B	B

The trainer must be maintained to the standards for which it was initially approved. The approved ATC-810 functional test guide sets forth the criteria.

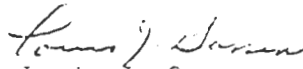
Each training device instructor must meet the requirements of CFR 14 135.237(b). Wilbur's check airman must certify that the training device instructor has completed appropriate initial pilot and flight instructor ground training.

The appropriate training should include those items to be taught by this instructor. The pilot ground training subjects are identified in Section 170.345. Any subjects or procedures not covered by the training center must be supplemented by the certificate holder as specified in the approved training program.

Other operators may use Wilbur's training device after their training programs have been revised and given initial approval by the FAA to include a training device.

You may consider this as an initial approval to include the use of the ATC-810, serial number 170, training device in your air taxi training program.

Sincerely,



Louis J. Gossen  
Principal Operations Inspector